

tened sail, and formed on a line of wind, about half a cable's length from each other. At 6 P. M. having them under command of our battery, hoisted our colors, which was answered by both ships hoisting English ensigns; at 5 minutes past 6 ranged up on the starboard side of the sternmost ship, about 300 yards distant, and commenced the action by broadsides, both ships returning our fire with great spirit for about 15 minutes, then the fire of the enemy beginning to slacken, and the great column of smoke collected under our lee induced us to cease our fire to ascertain their positions and conditions; in about three minutes, the smoke cleared away, we found ourselves abreast of the headmost ship, the sternmost ship luffing up for our larboard quarter; we poured a broadside into the headmost ship, and then braced aback our main and mizen topsails, and backed astern under cover of the smoke, abreast the sternmost ship, when the action was continued with spirit and considerable effect, until 35 minutes past 6, when the enemy's fire again slackened, and we discovered the headmost bearing up; filled our topsails, shot ahead and gave her two stern rakes; we then discovered the sternmost ship wearing also; wore ship immediately after her, and gave her a stern rake, she luffing too on our starboard bow, and giving us her larboard broadside; we ranged up on her larboard quarter, within hail, and was about to give her our starboard broadside, when she struck her colors, fired a lee gun and yielded. At 50 minutes past 6, took possession of H. M. S. Cyane, capt. Gordon Falcon, mounting 24 guns. At 8 P. M. hauled away after her consort, which was still in sight to leeward. At half past 8 found her standing towards us, with her starboard tacks close hauled with top-gallant sails set and colors flying. At 50 minutes past 8, ranged close along side to windward of her, on opposite tacks and exchanged broadsides—wore immediately under her stern and raked her with a broadside; she then crowded all sail, and endeavored to escape by running—hauled on board our tacks, set sparker, and flying jib in chase. At half past 9, commenced firing on her from our starboard bow chaser; gave her several shots, which cut her spars and rigging considerably. At 10 P. M. finding they could not escape, fired a gun struck her colors, and yielded. We immediately took possession of H. M. S. Levant, Hon. Capt. Geo. Douglas, mounting 21 guns. At 1 P. M. the damages of our rigging was repaired, sails shifted, and the ship in fighting condition. Minutes of the chase of the U. S. frigate Constitution, by an English squadron of three ships, from out the harbor of Porto Praya, Island of St. Jago:

Commenced with fresh breezes and thick foggy weather. At 5 minutes past 12 discovered a large ship, through the fog standing in for Porto Praya. At 8 minutes past 12 discovered two other large ships stern of her, also standing for the port. From their general appearance, supposed them to be one of the enemy's squadron, and from the little respect hitherto paid by them to neutral waters, I deemed it most prudent to put to sea. The signal was made to the Cyane and Levant to get under weigh. At 12 after meridian, with our top sails set, we cut our cable and got under weigh when the Portuguese opened a fire on us from several of their batteries on shore the prize ships following our motions, and stood out of the harbor of Porto Praya, close under East Point, passing the enemy's squadron about gun shot to windward of them; crossed our top-gallant yards and set foresail, main sail, sparker, flying jib, and topgallant sails. The enemy seeing us under weigh, tacked and made all sail in chase of us. As far as we could judge of their rates from the thickness of the weather, supposed them two ships of the line and one frigate. At half past meridian cut away the boats towing astern, first cutter and gig. At 1 P. M. found our sailing about equal with the ships on our lee quarter, but the frigate luffing up gaining our wake and rather dropping astern of us, finding the Cyane dropping on her last I found it impossible to save her if she continued on the same course, without having the Constitution brought to action by their whole force. I made the signal at 10 minutes past 1 P. M. to her, to tack ship, which was complied with. This maneuver, I conceived would detach one of the enemy's ships in pursuit of her, while at the same time, from her position, she would be enabled to reach the anchorage at Porto Praya, before the detached ship could come up with her; but if they did not tack after her, it would afford her an opportunity to double their rear, and make her escape before the wind. They all continued in full chase of the Levant and this ship: the ship on our lee quarter firing, by divisions broadsides, her shot falling short of us. At 3 P. M. by our having dropped the Levant considerably, her situation became (from the position of the enemy's frigate) similar to the Cyane. It became necessary to separate also from the Levant, or risk this ship being brought to action to cover her. I made the signal at 5 minutes past 3 for her to tack, which was complied with. At 5 minutes past 3 the whole of the enemy's squadron tacked in pursuit of the Levant and gave up the pursuit of this ship. This sacrifice of the Levant became necessary for the preservation of the Constitution. Sailing-master Hixson, midshipman Varnum, one boatswain's mate and twelve men were absent on duty in the 5th cutter to bring the cartel brig under our stern.

From the Wilkes-Barre Gleaner.

JAMES BIRD.

At the commencement of the late war a company of men from Kingston, in this county, under the command of Capt. Thomas, volunteered their services to the government. When the fatal disaster befell our army under General Hull, at Detroit, and large reinforcements were wanted, the Kingston Volunteers were called upon to perform their tour of duty. They marched with alacrity, and remained under the command of General Harrison, until the reduction of Upper Canada rendered it prudent to disperse with their former services.

Among the Volunteers was a young man by the name of JAMES BIRD, aged about twenty years: he was born in Exeter, where his parents now reside. Bird enlisted in the Marines, while at Exeter, and in the memorable engagement of September 10, served on board the LAWRENCE, under the immediate command of COMMANDER PERRY.

The following notice of his conduct in this engagement was derived from Mr. Carthage one of the volunteers, and appeared in the Gleaner of Nov. 26, 1813.

"James Bird, son of Mr. J. Bird of Exeter, was on board the Lawrence, with the gallant Perry, on the glorious tenth of Sept. The battle raged—many a poor fellow fell around him—Bird did his duty like a hero. Towards the close of the engagement, a cannon shot struck him on the shoulder as he was stooping to his gun. He was instantly covered with blood, and his officer ordered him below. He ventured to disobey, preferring to do duty while he had life to abandon his post. But the blood flowed so fast that another order was issued to go below.

He ran down—got a hasty bandage on the wound, came again on deck, and although his left arm was useless, yet he handed cartridges, and performed the utmost service in his power with his right, until the stars and stripes waved gloriously victorious over the foe."

The following extract of a letter from Bird, will speak for itself, and show the vicissitudes of fortune, attending a state of war. I called on his parents for the letter. His father was not at home.—The anguish & tears of his mother made me almost regret that I had mentioned the painful subject. If you reader, had been there, I think you would have agreed with me, that the public ought to reap great and certain benefits from a war that creates so many causes of private grief—I do not mean to complain of any officer, or of any man, but I could not help thinking that the bravery and good conduct of Bird in the battle, might have plead for his pardon. Hull gave up a whole army, yet he was pardoned. Black murdered poor Dixon, but Black was not sentenced to die—Bird has performed more services than either, and his crime was much less injurious or malignant; but there was no pardon for him. It was the fortune of war. Indeed war is a cruel monster, at least, I thought so when I reflected on the death of the brave Bird, and saw his mother's tears. But I detain you from the letter.

"Dear Parents—I take my pen in hand to write a few lines to you which will bring bad news: but do not lament, nor make sad moans for the loss of your first beloved and dearest son James.

"Dear Parents, brothers and sisters, relations and friends, I do write you a most sad and dismal letter, such as never before came from any of your beloved children. I have often sat down and wrote a few lines to you with pleasure; but I am sorry at present to let you know my sad and deplorable situation. I am the most miserable and desolate child of the family.—Dear Parents let my brothers and sisters read this letter, for it is the last they can ever receive from my hand, for by the laws of our country I am doomed and sentenced to death, for deserting from the marines at Lake Erie, and am now confined on board the U. S. brig Niagara.

And O! loving Parents, my time is but short here on earth. I have but a few moments to make my peace with my maker. I leave you only for a short time here on earth, I leave you only for a short time here in this most troublesome world; but I hope, that by constant prayer we shall meet in the world above to part no more."

[The remaining part of the letter consists of urgent and pressing requests to his friends to prepare for their end, and in expressions of a lively hope of salvation for himself.]

"I remain your most affectionate and beloved son until death; so amen. This from me.

JAMES BIRD.

Nov. the 9th 1814.

Soon after the receipt of this letter, there came another from an officer on board the squadron, stating the execution of Bird, on the next day. So perished as brave a soldier as belonged to the army.

Boston, May 16.

The privateer Abgino, of Boston previous to her putting into Marseilles, had an engagement, we learn, with a large Greek ship, mounting 18 guns, and full of men, (sailing her to be an Algerine) and compelled her to strike. On boarding her, the mistake was discovered, and the two vessels parted good friends. [The Abgino is a small herma hroditie brig, mounting only 5 guns, one being a 10m on a pivot.]

Capt. C. H. who came with Capt. Wier, of the *Amos A. Miles* was informed that he had captured 8 vessels, 7 of which had arrived at Tunis, the other not heard from. Capt. W. had let several vessels pass. On arriving at Marseilles (with a small cargo taken out of prizes) the Abgino was not admitted to an entry. She remained there about a week, taking in refreshments, repairing, &c. and then sailed to finish her cruise.

New-York, May 18

From the correspondent of the Merc. Advertiser.

"Boston, May 15—Noon. Arrived below, schooner Country's Wonder, from Georgetown, S. C. On George's Bank, spoke British schooner Elizabeth, Robbins, from Halifax for Nantucket, and took out of her captains Luce and Spooner, late of the privateer Sine-quanon and George Little, of this port, captured and sent into Gibraltar. These gentlemen left Halifax on the 7th inst. where they arrived on the 29th April, in an English brig 29 days from Gibraltar, and inform that the day previous admiral Flemming's secretary sent on board the following note:

"College Lane, Gibraltar, March 28. "Sir—The Admiral desires me to inform you that an Algerine squadron is cruising near the Straights entrance; and that it is, therefore, probable that no merchant vessels will sail from Cadiz for America. I am yours, &c. "B. CHIMMO."

"There was no particular news at Gibraltar. Heard nothing of any revolution in Spain, nor of the elopement of Ferdinand. The country, however, was in a dreadful situation.

"A Swedish brig was to sail from Gibraltar for New York in a few days.

"On the afternoon of the 6th inst. an English ship arrived at Halifax in a short passage from Greenock, and it was said brought dates to the 13th April, which state that ENGLAND HAD DECLARED WAR AGAINST FRANCE, and that Louis XVIII had arrived in England. I was rumored that there was other news, but our informants could not ascertain what it was. Several vessels were about sailing from Halifax for the U. States.

"By the above gentlemen we have received Halifax papers to the 6th instant. No news.—The men of war and troops had arrived from Cadiz; also, the Brune frigate, 7 days from Bermuda; and brig Mary, Gilet, 29 days from Gibraltar.

"The Tonnant, Vice Admiral Cochrane, was to sail from Bermuda the 23d of April for England. Rear Admiral Griffith, who had arrived at Bermuda from Halifax, was to return.

"Brig Lapwing, McLean, was at Halifax, to sail on the 7th for New-York; schr. Sheffield, and sloop Peggy, for do. on the 8th or 9th.

"No other news."

New-York, May 19.

Sailed yesterday forenoon, the U. S. squadron, under the command of commodore Decatur, for the Mediterranean, consisting of—Frigates Guerriere, (commodore's ship,) capt Lewis, Macedonian, captain Jones, Constellation, captain Gordon, Sloop of war Ontario, captain Elliott,

Brigs Epervier, captain Downes,

Pire Fly, Rodgers, Flambeau, Nicholson, Spark, Gamble, Schra Spitfire, Dallas, and Torch, Chaucey.

We understand the whole of the squadron are to rendezvous at Gibraltar. Wm. Shaler, esq. one of the commissioners appointed by our government to treat of Peace with the Dey of Algiers, embarked on board of the Guerriere.—When commodore Decatur and captain Jones got into the gig at the foot of the Battery, to go on board of their ships, the citizens gave them three hearty cheers as a farewell. Before they return, it is hoped, they will effect a liberation of the captive Americans held in slavery by the Dey of Algiers, and chastise the savage trait for the cruelties he has inflicted upon our countrymen.

Also, sailed yesterday the British packet Hinchbrook, for Falmouth, (Eng.) via Halifax. Eve Post.

WASHINGTON, May 20.

By letters from New Orleans we learn that Fort Bowyer was promptly surrendered by the British to our authority, according to the requisitions of the Treaty.

The United States' sloop of war Alert, capt. Cooper, which arrived at the Navy Yard in this city on the 26th ult. has taken on board the heavy guns for the ships of the line at Boston and Portsmouth, and will sail hence as soon as she obtains men enough to navigate her.

The United States' schooner Hornet, arrived at the Navy Yard a few days ago from Portsmouth.

CHARLESTON, May 17.

Arrived, yesterday, British ship Barbados, Barry, 16 weeks from Liverpool, and 45 days from Cork—Dry goods, porter, eighty-four tons salt, two hundred crates crockery, &c. to Mr. John Madcock, on board. April 17, off Madeira, spoke three British ships from England bound to Jamaica; who informed that war had been declared by England against Bonaparte, and that all French vessels in England had been detained.

GREAT EXPEDITION!

Brownsville, May 3

By a letter from an officer of the Steam Boat Enterprise, of this place, we are informed that she was at Natchez on the 24th of March, having subsequent to the 14th of January, made from New Orleans, five trips to Natchez, one to the Balize and one to the Rapids of Red River. Her last trip from New Orleans to Natchez, was made in four days, a distance of three hundred and thirteen miles, against the strong current of the Mississippi, without the aid of sails—her rigging having been previously laid aside. She will make two more voyages between the last mentioned places and then take her departure homewards.

Extract of a letter from London dated the 3d of April.

"We can with difficulty persuade ourselves that what passes in France is reality. If however we are to renew the war, or rather begin a war with the present legitimate Sovereign of thirty millions of people, we shall be convinced it is no delusion. A few friends of humanity, for that are not many, really and independently attached to the cause in England, I blush to acknowledge it; I say a few are anxious to preserve the relations of peace with 'Napoleon the Great,' as he must now be acknowledged, and by wisdom and clear brought experience, endeavor to restrain this greatly suffering empire; but the multitude of rinces, nobility, clergy, contractors, custom house and revenue officers, with all the ramifications of the naval and military classes, embracing full one eighth of the population of Great Britain, excluding paupers, are all in full cry for war. 'No peace with the Tyrant' is repeated by every man whose interest is likely to lack in a state of tranquility: in vain is it represented that his aim at no period, embraced a scope so vast as our own, that Great Britain has been aggrandized at the expense of the whole world, and that our power on the ocean, is a guarantee for these acquisitions; but the long fed enmity I fear, the fatally cultivated hatred of France, and of every thing French, but their wines, will drive poor John Bull to destruction. As to the Bourbons, every Englishman despises them, but policy requires that they be made use of. The state of our exhausted finances may yet possibly preserve us, and force the minister to forbear, for the People, in want of bread may take another mode of making peace; in fact you cannot justly comprehend our situation, it is critical in the extreme.

"Much is said about abolishing the African trade, but we have no merit on that subject. Our colonies are well stocked—we can supply the world with colonial produce, and if our islands be insufficient, the vast possessions we have in the East, will afford abundance—not so of any other nation. It is therefore policy, not humanity, that urges our cabinet; this has been discovered by Alexander, who having no interest in the matter, sees clearer, and acts more nobly than we can pretend to do.

"As to Napoleon's return, most of the well judging and capable, believe that it was contrived by the great Irish Statesman, Lord Castlereagh. How he will manage him or with him, now, is a question that will puzzle both my Lord and the Irish Duke of Wellington; in fine I fear he will destroy them both, and that if we go to war our national importance is gone for ever. Peace—a long peace only, in the judgment of the wise and experienced, of the travelled observers and real patriots of England, can avert her downfall; but say the organs of the various classes mentioned, 'shall we see France become the freest and the happiest kingdom in Europe?' In plain truth, the generosity of my countrymen cannot endure the idea of human comfort any where but in England. I am so fully convinced of this, so sorry and so sick of it, that I am preparing to cross the Atlantic in my old age; my children and grand children will I hope become good citizens, worthy the blessings of the only free government now upon earth. I shall take twenty-one in number with me of my own blood.

"I forgot almost to say any thing about the war just closed between us. Its termination was most fortunate for this kingdom, but the manner in which it was conducted and closed, I confess, most disgraceful. Happily the most avaricious individual employed, has been disappointed. Admiral Sir A. C. was confident of being so enriched by the plunder of New Orleans, and so applauded for that plunder, that his friends had already fixed the title by which he was to be called up to the House of Lords—this you may depend on.—You see I am already candid and just enough for a citizen of the great and glorious Commonwealth."

Dem. Press.

GENERAL CARNOT.

Among the most distinguished votaries of liberty in the French revolution, and among the firmest supporters of freedom during every change in the government since that period, ranks general Carnot. When Curée, in the tribunate of 1804, demanded that Bonaparte (then

first consul) should be made emperor, and that the empire should be hereditary in his family, Carnot protested against the measure in the most decided and energetic terms.

"I voted against the consulate for life, (said the orator,) and I will not this day follow a different course. I will be consistent with myself. But the moment this, the order of things which is proposed, is established, I will be the first to conform to it, and to yield to the new authoritative proofs of my deference."

The motion prevailed. Carnot submitted in silence; retired from his high station; nor do we recollect to have seen any mention of his being engaged in public employment for ten years. The reverses experienced by the French arms in Russia, however, rekindled the fire of patriotism in the bosom of the veteran, and "roused the brave hero to arms"—he came forward with an offer of his services to Napoleon: "I opposed your elevation," (said he) "because I thought it dangerous to the liberties of France—yet, now that our country is threatened by the danger of foreign invasion, as well as that of having the old dynasty forced upon us—a dynasty which almost every Frenchman had sworn to renounce, I eagerly embraced the opportunity to show you and my countrymen that I have determined to fight for and die in the cause, which I always have, and always shall consider a just cause—the establishment of a republic in France."

He was employed by Bonaparte in the defence of Antwerp; in this honorable and highly important occupation, his gallantry and generalship were conspicuous at every point; the English and Prussians had more men killed before the walls of the city than were contained within them. And it certainly does not add a single wreath to the laurels of the British general Graham, [the hero of Barrosa] that he was killed in every plan and defeated in every attempt upon the fortress, by a man who had passed his sixtieth year. After the reduction of that place, (which did not happen until a reinforcement of fresh troops had enabled the besiegers to gain possession of the castle of Bergen op Zoom) Carnot proceeded to Paris, and waited upon Louis; the king manifested a disposition to retain him in his new rank. Carnot refused.

Upon the return of Napoleon, we observe by a Paris article of March 21, one of the first acts of the emperor was to give gen. Carnot a testimony of his satisfaction in regard to his conduct in the brilliant defence of Antwerp. He accordingly named him count of the empire; and on the same day, gen. count Carnot was appointed minister of the interior.

Peterburg Intelligencer.

LONDON NEWSPAPERS.

The following curious account of the character of the London papers, their patronage, circulation, &c. is taken from the first number of the North-American Review, just published in Boston.

The Times has the largest circulation, is conducted with great talent, and affects independence: The Morning Post busies itself very much with fashion, and is distinguished for puns, feeble, stupid verses, and a peculiar rancorous, unmanly, bombastic, nauseous manner of writing politics. The Morning Chronicle is remarkable for wit and epigrams, occasionally sensible and liberal editorial essays, but often great blunders and untenable positions. The Courier is the ablest and most extensive evening paper, conducted with much ability, in the position of the prevailing administration, and taking up warmly the personal cause of the Prince. This, and the Times publish 9 or 10,000 copies daily, and on some occasions more. Besides these are the Public Ledger, which circulates among mercantile men, and is valued by the Canada and Nova Scotia interests, to write with great bitterness against the United States. The Morning Herald, the property of the Rev. Sir H. B. Dudley, Bart. containing the particular politics of Carleton House, and the most authentic reports of pugilistic combats, &c. The British Press is a sort of double to the Chronicle. The Sun, an evening paper of very limited circulation, is insinuating, virulent and scurrilous generally, and particularly so towards America. The Star is also on the side of administration, contains frequent extracts from American papers, and tho' warmly opposed to us, is less abusive than the Sun. The Statesman, another evening paper, is the advocate of the school of Sir Francis Burdett and the Reformers. The Globe is a neutral paper. Among the numerous Sunday papers, Bell's Weekly Messenger is the most respectable, and with the largest circulation: it has always inculcated friendly politics toward America, till the late war, when it took side against us, yet without violent abuse. Cobbett is the only paper that has taken the side of our administration, but his subscribers are not more than a fourth of what they once were.

From the Belfast Morning Chronicle.

The following is the copy of a letter received by Pierce Hacket, Esq. of Dublin, from Lieutenant Nicolson, of the American vessel of war the Peacock. The gallant officer who is the subject of this letter, is the son of Mr. Hacket. The sentiments and language of it are creditable to the American officer:

United States sloop of war Peacock, off the Coast of Ireland, August 6, 1814.

DEAR SIR—I take the liberty of writing to you relative to your brave and spirited son Lieutenant Hacket, first Lieutenant, of his Britannic Majesty's brig Epervier, captured in April last by this ship. Your son was so unfortunate as to receive three wounds, one through his left elbow which required immediate amputation, and which he bore with that fortitude, which is characteristic of your brave nation. The stump has nearly healed, and a wound in his hip is as sufficiently well to enable him to walk and take the air in a carriage; every attention to his situation was paid him by the polite inhabitants of Savannah, Georgia, at which place we left him. As a mutual exchange was taking place between the two governments, you will, no doubt, soon have the opportunity of embracing him.—My motive for this letter can be sufficiently appreciated by you as a father. We war not, sir, against individuals.

I have the honour to be, with respect, your obedient servant, (Signed) JOHN B. NICOLSON, First Lieut. of the Peacock.

Capt. Porter, in his interesting journal, gives the following account of one of the supple miscreants, who though belonging to our states, have been taught by their prejudices to curse their country. We shall give it in his own words nearly.

Salem Register.

"I must here observe that the captain of the Atlantic, an American from Nantucket, who has a wife and family, on his first coming on board the Essex, expressed his extreme pleasure at finding, as he supposed we were, an English frigate in those seas. After conversation, capt. Porter proceeds: 'I asked him how he reconciled it to himself, to sail from England under the British flag, and in an armed ship, after hostilities had taken place between the two countries? He said he found so

difficulty in reconciling himself, for, although he was born in America, he was an Englishman at heart. This man appeared the polished gentleman in his manners, but evidently possessed a corrupt heart, and, like all other rascals, was desirous of doing his native country all the injury in his power, with the hope of thereby ingratiating himself with his new friends. I permitted him to remain in his error for some time, but at length he was undeceived with respect to our being an English frigate.' He says, 'to the other captains he made the evils of war bear as light as possible, by purchasing of them for the use of the crew, their private adventures, but to this man I could not feel the same favorable disposition.' Though more reserved in the presence of capt. Porter, in the presence of some of his officers, this man used the most bitter invectives against the government of the United States, consoling himself that British frigates would soon be sent to chastise us for our temerity in venturing so far from home, and when restraint was removed, with his companions he indulged the most abusive language against our government, the ship and her officers, with the most scurrilous epithets and appellations. 'But at length, without violating either the principles of humanity or war, this rascally, who would have sacrificed the interests of his country, was so humbled by a sense of his own conduct, and of what he merited, that he, with his companion, a haughty Englishman, would have licked the dust from my feet, had it been required of them to do so.' Such is the example which is given abroad of the policy of the North American states, once illustrious for patriotism, from the incessant abuse such men have heard in our country.

ARGUS OFFICE, May 24 1815

The Hon JAMES MONROE, Secretary of State, arrived in town on Sunday evening, on his way to his seat in Albemarle.

VIRGINIA ELECTION.

We can state on undoubted authority that Mr. Eppes has served a notice on Mr. Randolph notifying his intention of contesting his election. He has objected to 129 votes, and specifies his objections to each of them.

THE NAMESAKES.

We have received, through the politeness of a gentleman recently from Hayti, several important State papers, issued lately by that Government. Among others a note drawn up with considerable indignation by the Count Lamonade, in consequence of Pétion having declined a reconciliation with Christophe, for the purpose of general defence, and his being treated with indignity by the ambassadors appointed to treat; but the article extracted from a work entitled 'the colonial system unveiled, by the Baron de Veste,' excites our particular interest, as we think it sets before the eyes, not only the residence of some branch of a family the origin of which was heretofore rather mysterious, but lately rendered illustrious by feats of arms on our shores. The similarity of the two namesakes removes all doubt of the relationship subsisting between them, and we shall make the extract with the simple remark, that in few families are there such worthy characters! Baltimore Patriot.

EXTRACT

"Among all the inhabitants of St. Domingo, few were more notorious for cruelty, than M. de Cockburn, Chevalier of St. Louis, and an inhabitant of Maribonx and Mermeade. He was in the habit of burying his slaves upright leaving their heads out, at which he amused himself with rolling cannon balls! The avenues leading to his residence, were frequently bordered with mangled limbs of his slaves, here an arm, there a leg, and often in front of his house, a body impaled on a stake! Once, while residing at the Cape, he ran a black through, for whistling at he passed him in the street; and even then he was not the worst of this monster's cruelties; many of them are attested by the Baron Stanislaus Latorie, Procureur General to the king; a man of undoubted veracity."

From the Boston Yankee

BOTH CONSTITUTIONS "SAFE." The lucky escape of our political Constitution ought not to be forgotten.

This good vessel, which seems destined to bear as much thumping as "old Iron sides" herself, was last fall maced by a fleet of 25 pirates, whose rendezvous was at Hartford. They assembled under pretence of reinforcing her; but many doubted their sincerity. After many blue light signals and mysterious manoeuvres, they approached the Constitution. Much concern was manifested by many for the fate of their threatened favorite; nor was the concern diminished when an immense volume of smoke and a rumbling sound announced the discharge from the whole fleet. Anxiety was at its height. But what was our surprise, when the smoke cleared up, to see the good old vessel unhurt, and the assailants heading homeward, so shattered by the shock of their own fire, as hardly to keep above water. It seems their guns were only loaded with powder, wads of federal newspapers, and a soft kind of shot called amendments, which flattened as they struck.—It is believed the assailants ran ashore, except three, who were seen soon after standing to the Southward, with a Strong breeze. It is said these were compelled to ride quaternary in a southern harbor, suspected of being infested with the Canada fever.

They were last seen one foggy morning, to the northward, with their course flapping (having no sails set aloft) with a signal flag of distress set in their shrivels. Blue lights had been seen from the shore, on the night preceding.

INTERCEPTED LETTER.

Found on board the prize brig Susanah, captured on her passage from Havana to Liverpool. Extract of a letter from a British officer at Pensacola to his friend in Liverpool dated Dec. 14, 1814.

"Before the arrival of the Admiral, the Americans entered the town under the command of Gen. Jackson, and captured the place with the loss of about 50 men. They held it for three days, and then returned on hearing the approach of the expedition, blowing up the fort, spiking the guns, &c. They behaved while they remained, with the greatest moderation, paid for all they got; and otherwise conducted themselves with the greatest subordination. I believe they are better liked here than we are, but at present the Spaniards are very civil, as our force on the coast is very powerful.

ALEXANDER SLOANE, Esq. Pat.

Strayed or lost 8 p.m. From a lot on Shockoe Hill, on Sunday night last, (21st inst.) an Iron Grey, or Dark Roan Mare,

Between four and five years old, about 4 feet 7 or 8 inches high, switched tail, her back a little swelled, from the use of a saddle, a small cut on her right thigh, not entirely healed, and walks remarkably fast.

Whoever will deliver the said mare at this office, shall be liberally rewarded. May 26.